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MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report - Detachment H - 10 May 1963

1. On 10 May 1963 a visit was made to Detachment H to inspect existing facilities and discuss requirements for new construction. The condition of the existing facilities is as follows:

a. Hangar. This is a wood frame building erected by the Japanese prior to World War II. The door opening 79+ feet wide. The U-2 is 80 feet wide and must be worked into the hangar sideways. The doors to the hangar have to be opened and closed by a tug. This is a very dangerous operation, as the tug could push the door in, wrecking a U-2 and injuring or killing employees.

25X1A [REDACTED] stated he had requested [REDACTED] 25X1C
Air Force to repair the doors but had received no action on his request. [REDACTED] was instructed to 25X1A
contact a local contractor and have the doors repaired as soon as possible. Some of the siding on the hangar has rotted and become loose, permitting rain to blow into 25X1A
the hangar and offices. [REDACTED] was instructed to obtain a local contractor to replace rotted siding, renail loose siding, and paint exterior of hangar. There are a few leaks in the hangar roof, but these are considered minor and will be repaired.

25X1A b. Electric Power. The electric power supply was discussed with Colonel [REDACTED] (commo engineer).
25X1A They stated there was a voltage drop at 8 to 9 A.M., 12 to 1 P.M., and 4 to 5 P.M. each day but that it had little or no effect on their operation. Mr. [REDACTED] of LAC stated that on a prior visit to the Station, he had noticed a drop in the 28V circuit but had not noticed any drop on his present visit. This drop may have been due to overload on the line, as Commo's workbench and LAC's workbench were on the same circuit and both in use at the same time. Mr. [REDACTED] agreed to run some tests and should this be the case, he will split the load by installing a separate circuit to the LAC workbench. The bearings in the 28V converter are very bad.

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Captain [REDACTED] was requested to requisition a new converter, which he did. The old converter will be retained by the Detachment as a backup unit.

25X1A

c. Living Quarters. The living quarters are crowded and not very cheerful. New furniture for the rooms has been ordered and will improve the general appearance to some extent. Some of the siding on the buildings is loose, permitting rain to blow through the walls. Captain [REDACTED] was instructed to obtain a contractor to remove, waterproof, and renail siding. He was also asked to obtain a contractor to cover bedroom floors with asphalt tile. The bar and club has been re-modeled and is a very attractive and relaxing room. Many improvements have been accomplished in the kitchen area. With the delivery of the walk-in refrigerator, the kitchen will be fairly modern.

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d. Swimming Pool. The swimming pool kit was received by the Station the first week in May. Methods of constructing the pool were discussed with Mr. [REDACTED] and excavation for the pool was expected to start 13 May. The construction of the pool is expected to be completed in approximately three weeks.

2. The need for construction of a new hangar in FY-65 was discussed with the Base Commander. He is of the opinion that a new hangar is not required; the present building will meet all requirements. I disagree with the Commander, based on the following:

a. Too much time is required to jockey planes through the 79+ foot door.

b. It would be impossible to jockey planes through the door in the event of fire. Thus, two U-2's would be lost.

c. The general condition of the building.

d. By erection of a Butler hangar the existing hangar would provide much needed storage space for wing carts, engine stand, and other equipment now stored in the open. The open storage of this equipment necessitates constant

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repair and painting due to exposure to the salt air.
Funds in the amount of \$250,000 are in the FY-65 budget
for construction of a new hangar.

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SIGNED

Installation Engineer
OSA-DD/R

25X1A

MD/OSA [REDACTED]:ad (24 May 63)

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